

The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 4984

日七廿月九年一十三

WEDNESDAY, OCTOBER 25, 1905

三拜禮

號五廿月十年五

每張售錢十文

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. H. HAY, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. G. GOS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SELLINGER, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.
Hongkong, 19th August, 1905. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), GENERAL AGENTS,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905. [25]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1886.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, HONOLULU, SHANGHAI, NAGASAKI, NEWCHANG, LYONS, MUKDEN, SAN FRANCISCO, PORT ARTHUR, ROMBAY, CHEFOO, TIENTSIN, DALNY, PEKING, TIE-LING, KOBE, OSAKA, LONDON, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent.

On fixed deposits for 6 months at 4 per Cent.

On fixed deposits for 3 months at 3 per Cent.

On fixed deposits for 1 month at 2 per Cent.

On fixed deposits for 1 week at 1 per Cent.

On fixed deposits for 1 day at 1/2 per Cent.

On fixed deposits for 1 hour at 1/4 per Cent.

On fixed deposits for 1 minute at 1/8 per Cent.

On fixed deposits for 1 second at 1/16 per Cent.

On fixed deposits for 1/1000th of a second at 1/32000 per Cent.

On fixed deposits for 1/10000th of a second at 1/64000 per Cent.

On fixed deposits for 1/100000th of a second at 1/128000 per Cent.

On fixed deposits for 1/1000000th of a second at 1/256000 per Cent.

On fixed deposits for 1/10000000th of a second at 1/512000 per Cent.

On fixed deposits for 1/100000000th of a second at 1/1024000 per Cent.

On fixed deposits for 1/1000000000th of a second at 1/2048000 per Cent.

On fixed deposits for 1/10000000000th of a second at 1/4096000 per Cent.

On fixed deposits for 1/100000000000th of a second at 1/8192000 per Cent.

On fixed deposits for 1/1000000000000th of a second at 1/16384000 per Cent.

On fixed deposits for 1/10000000000000th of a second at 1/32768000 per Cent.

On fixed deposits for 1/100000000000000th of a second at 1/65536000 per Cent.

On fixed deposits for 1/1000000000000000th of a second at 1/131072000 per Cent.

On fixed deposits for 1/10000000000000000th of a second at 1/262144000 per Cent.

On fixed deposits for 1/100000000000000000th of a second at 1/524288000 per Cent.

On fixed deposits for 1/1000000000000000000th of a second at 1/1048576000 per Cent.

On fixed deposits for 1/10000000000000000000th of a second at 1/2097152000 per Cent.

On fixed deposits for 1/100000000000000000000th of a second at 1/4194304000 per Cent.

On fixed deposits for 1/1000000000000000000000th of a second at 1/8388608000 per Cent.

On fixed deposits for 1/10000000000000000000000th of a second at 1/16777216000 per Cent.

On fixed deposits for 1/100000000000000000000000th of a second at 1/33554432000 per Cent.

On fixed deposits for 1/1000000000000000000000000th of a second at 1/67108864000 per Cent.

On fixed deposits for 1/10000000000000000000000000th of a second at 1/134217728000 per Cent.

On fixed deposits for 1/100000000000000000000000000th of a second at 1/268435456000 per Cent.

On fixed deposits for 1/1000000000000000000000000000th of a second at 1/536870912000 per Cent.

On fixed deposits for 1/10000000000000000000000000000th of a second at 1/1073741824000 per Cent.

On fixed deposits for 1/100000000000000000000000000000th of a second at 1/2147483648000 per Cent.

On fixed deposits for 1/1000000000000000000000000000000th of a second at 1/4294967296000 per Cent.

On fixed deposits for 1/10000000000000000000000000000000th of a second at 1/8589934592000 per Cent.

On fixed deposits for 1/100000000000000000000000000000000th of a second at 1/17179869184000 per Cent.

On fixed deposits for 1/1000000000000000000000000000000000th of a second at 1/34359738368000 per Cent.

On fixed deposits for 1/10000000000000000000000000000000000th of a second at 1/68719476736000 per Cent.

On fixed deposits for 1/100000000000000000000000000000000000th of a second at 1/137438953472000 per Cent.

On fixed deposits for 1/1000000000000000000000000000000000000th of a second at 1/274877906944000 per Cent.

On fixed deposits for 1/10000000000000000000000000000000000000th of a second at 1/549755813888000 per Cent.

On fixed deposits for 1/100000000000000000000000000000000000000th of a second at 1/1099511627776000 per Cent.

On fixed deposits for 1/1000000000000000000000000000000000000000th of a second at 1/2199023255552000 per Cent.

On fixed deposits for 1/100th of a second at 1/4398046511104000 per Cent.

On fixed deposits for 1/1000th of a second at 1/8796093022208000 per Cent.

On fixed deposits for 1/100th of a second at 1/17592186044416000 per Cent.

On fixed deposits for 1/1000th of a second at 1/35184372088832000 per Cent.

On fixed deposits for 1/100th of a second at 1/70368744177664000 per Cent.

On fixed deposits for 1/1000th of a second at 1/140737488355328000 per Cent.

On fixed deposits for 1/100th of a second at 1/281474976710656000 per Cent.

On fixed deposits for 1/1000th of a second at 1/562949953421312000 per Cent.

On fixed deposits for 1/100th of a second at 1/1125899906842624000 per Cent.

On fixed deposits for 1/1000th of a second at 1/2251799813685248000 per Cent.

On fixed deposits for 1/100th of a second at 1/4503599627370496000 per Cent.

On fixed deposits for 1/1000th of a second at 1/9007199254740992000 per Cent.

On fixed deposits for 1/100th of a second at 1/18014398509481984000 per Cent.

On fixed deposits for 1/1000th of a second at 1/36028797018963968000 per Cent.

On fixed deposits for 1/100th of a second at 1/72057594037927936000 per Cent.

On fixed deposits for 1/1000th of a second at 1/144115188075855872000 per Cent.

On fixed deposits for 1/100th of a second at 1/288230376151711744000 per Cent.

On fixed deposits for 1/1000th of a second at 1/576460752303423488000 per Cent.

On fixed deposits for 1/100th of a second at 1/1152921504606846976000 per Cent.

On fixed deposits for 1/1000th of a second at 1/2305843009213693952000 per Cent.

On fixed deposits for 1/100th of a second at 1/4611686018427387904000 per Cent.

On fixed deposits for 1/1000th of a second at 1/9223372036854775808000 per Cent.

On fixed deposits for 1/100th of a second at 1/18446744073709551616000 per Cent.

On fixed deposits for 1/1000th of a second at 1/36893488147419103232000 per Cent.

On fixed deposits for 1/100th of a second at 1/73786976294838206464000 per Cent.

On fixed deposits for 1/1000th of a second at 1/147573952589676412928000 per Cent.

On fixed deposits for 1/100th of a second at 1/295147905179352825856000 per Cent.

On fixed deposits for 1/1000th of a second at 1/590295810358705651712000 per Cent.

On fixed deposits for 1/100th of a second at 1/1180591620717411303424000 per Cent.

On fixed deposits for 1/1000th of a second at 1/2361183241434822606848000 per Cent.

Steam.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ BENGAL	About 2nd November	Freight and Passage.
	{ W. W. Cooke, R.M.S.		
LONDON, &c.	{ COROMANDEL	Nov. 4th	See Special Advertisement.
	{ G. M. Montford, R.M.S.		
YOKOHAMA VIA SHANGHAI	{ PALERMO	About 6th November	Freight only.
MOJI and KOBE	{ E. G. Andrews		
LONDON and ANTWERP VIA SINGAPORE, PENANG, CO. LOMBO, PORT SAID and MARSEILLES	{ SOCOTRA	About 8th November	Freight only.
	{ W. R. Hickey		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th October, 1905.

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.
NOW SHOWING
NEWEST AUTUMN NOVELTIES
IN
SILK NECKWEAR.

LINCOLN & BENNETT'S
CELEBRATED HATS.
TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF
WALKING STICKS.
LEATHER LEGGINGS.
NEW STYLES AND CLOTHS
IN
RAINCOATS.

EVERY REQUISITE FOR
DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & Co.

GRAND FORMAT	Per Tin of	50	\$1.75
GOLD TIPPED	"	50	1.60
STAR OF INDIA	"	100	2.75
PRINCESS	"	100	2.20



Telephone

No. 75.

CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 27th September, 1905.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Building, Victoria, in the Colony of Hongkong, on SATURDAY, the 4th day of November, 1905, at 11 o'clock, Noon, when the following Resolution will be proposed:—

That the provisions of the Memorandum of Association of the Society be altered by inserting therein immediately after the words "The Reinsurance of Risks when deemed necessary," the words "and also the entering into partnership or into any arrangement for sharing profits union of interests co-operation joint adventure reciprocal concession or otherwise with any person or Company carrying on or engaged in or about to carry on or engage in any business or transaction which the Society is authorized to carry on or engage in or any business or transaction capable of being conducted so as directly or indirectly to benefit the Society, and also the taking or otherwise acquiring and holding the whole or any number of shares in any Company having objects altogether or in part similar to those of the Society or carrying on any business which the Society is authorized to carry on or engaged in or about to carry on or engage in as directly or indirectly to benefit the Society, and also the investing of the moneys of the Society in any manner which may from time to time be determined," and that the objects of the Society be altered accordingly.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second extraordinary meeting which will be subsequently convened.

Forms of Proxies can be obtained from the Undersecretary.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$40 per Share for the year 1904, equivalent to 40% on the paid-up Capital of \$100 per Share, has been declared.

WARRANTS will be issued on the 20th October, 1905.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th October, 1905. [103]

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO. LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain W. A. Valentine.
 "NANNING," 569 " " C. H. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ping-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$20.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

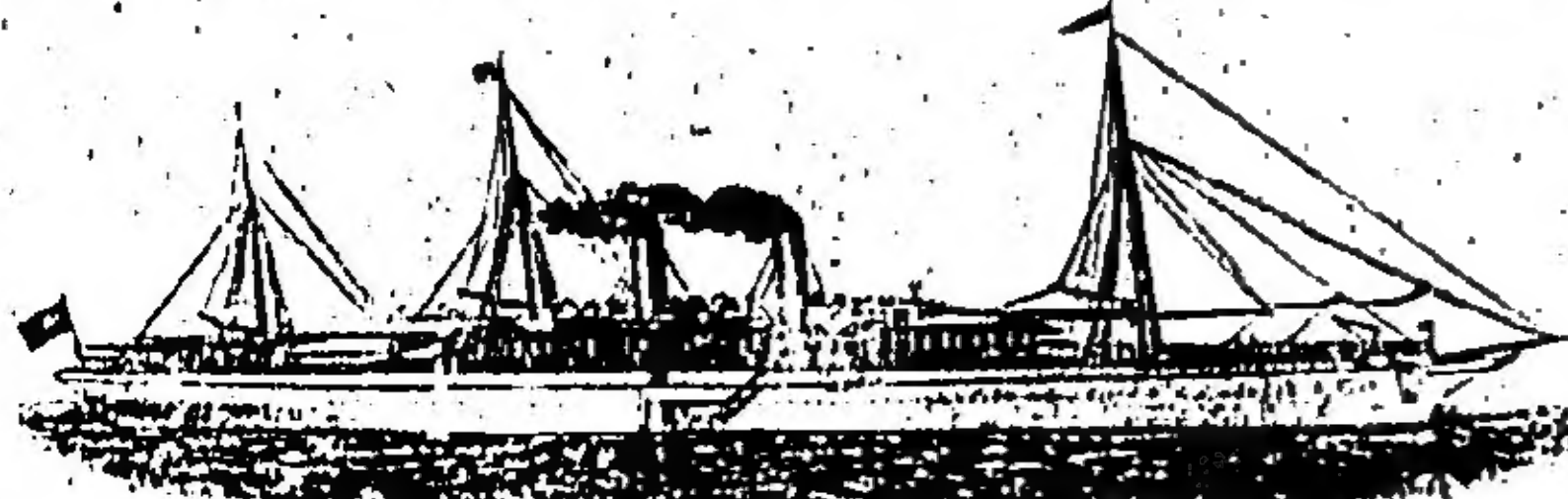
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN"	2,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,415	W. Davidson, R.M.R.	WEDNESDAY, 19th Nov.
"EMPERESS OF JAPAN"	6,000	W. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPERESS OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 10th Jan.

Hongkong to London, 1st Class \$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to:
 Hongkong, 18th October, 1905. Corner Pedder Street and Praya, opposite Black Pier. (10)

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
BORUSSIA	HAVRE and HAMBURG.	1st Nov.	Freight and Passengers.
Hahn	(Calling at S'PORE, PENANG & COLOMBO).		
SEBRIA	HAVRE and HAMBURG.	10th Nov.	Freight.
Hoffschmidt	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	18th Nov.	Freight.
Peter	(Calling at S'PORE, PENANG & COLOMBO).		
C. FERD. LARISZ	HAVRE and HAMBURG.	29th Nov.	Freight.
Meyerderke	(Calling at S'PORE, PENANG & COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	13th Dec.	Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).		
NUBIA	NEW YORK via SUEZ.	About 31st Dec.	Freight.
Habel	with liberty to call at the Malabar coast.		

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer, Saloon and cabins amidships. Lighted throughout by Electricity.

Duty qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 18th October, 1905.

No. 1, Queen's Buildings.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations, which I have received from all sources.

H—Hongkong, 15th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
ZITZEN	WEDNESDAY, 14th February.
PRINZESS ALICE	WEDNESDAY, 28th February.
SEYDLITZ	WEDNESDAY, 14th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 15th April.
PRINZ HEINRICH	WEDNESDAY, 9th May.

ON WEDNESDAY, the 8th day of November, 1905, at Noon, the Steamship PRINZESS ALICE, Capt. Ch. Polack, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA, on MONDAY, the 6th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE	ABOUT
WILLEHAD	TUESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.	
SACHSEN	MONDAY, 30th October.
KOBE & YOKOHAMA	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	
PRINZ REGENT LUITPOLD	WEDNESDAY, 8th Nov.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 25th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half November	JAVA PORTS	First half November
TJIMAHU	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 23rd October, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

Reasonable Fees.

Completion Free.

Hongkong, 10th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

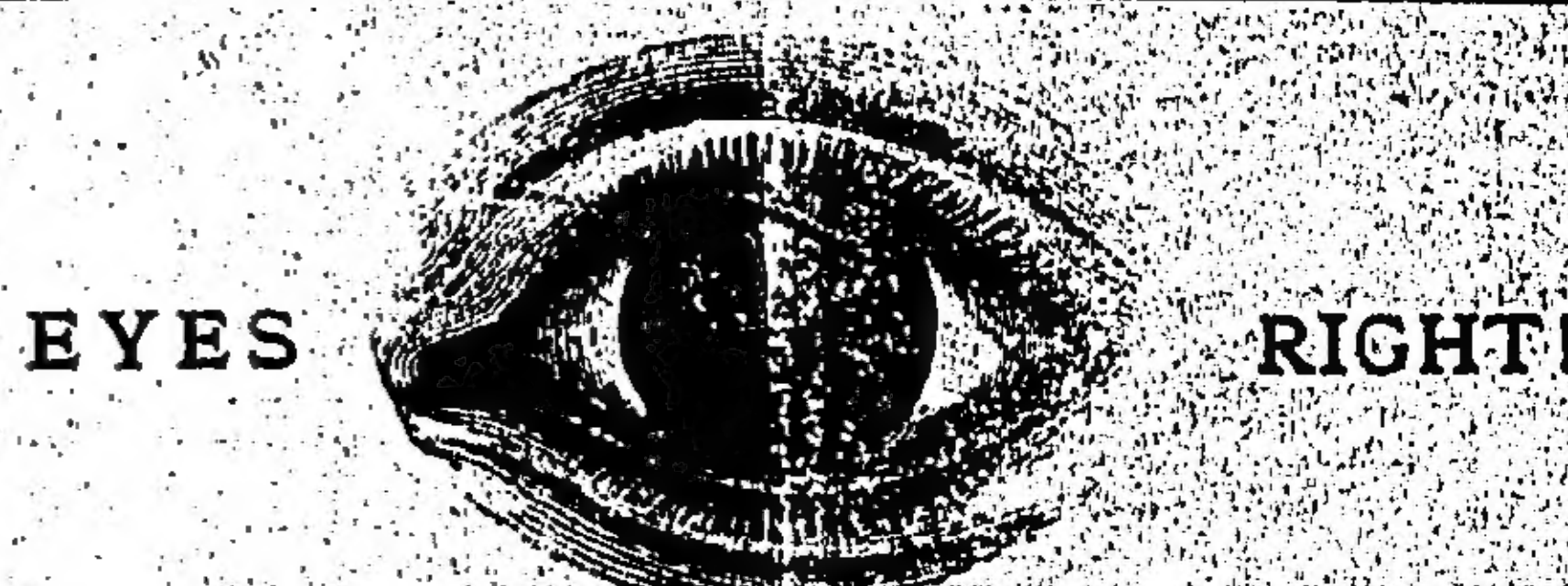
Telephone: Nos. 376, 506, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]



N. LAZARUS, OPHTHALMIC OPTICIAN.
 10, D'AGUIAR STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street 566, Nanking Road.
 Hongkong, 24th March, 1904.

F. BLACKHEAD & CO., HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c. &c. &c.
 Sole Agents for FERGUSON'S SPECIAL CREAM and A. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP-STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
 Hongkong, 7th March, 1905.

John D. Humphreys & Son, Liquidators.
 Hongkong, 12th July, 1905.

Extra care at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
 Hongkong, 12th July, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.
 PRICES VERY MODERATE.
 Hongkong, 17th September, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

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 Hongkong, 17th September, 1905.

TELEGRAMS

[Editor's.]

Russian National Assembly

LONDON, 23rd October.
The socialist parties in Warsaw have unitedly issued proclamations, declaring that they will forcibly prevent the election of deputies to the National Assembly.

Great Britain, France and Germany.

A recent article in the *Nouvelles Presse* (Austrian) accusing Great Britain and France of trying to provoke a war with Germany, has caused fresh acrimonious polemics in Germany on the one side, and Great Britain and France on the other, the acerbity of which keeps alive the international animosities excited by the *Le Matin* disclosures.

Turkey and Austria.

The Porte assuming the offensive has sent a note to the Austrian Embassy, objecting to the presence of the international financial delegates at Unskub, whose intervention in the internal affairs of Turkey is declared as prejudicial to Turkey's interests, and whose removal is requested.

THE LOSS OF THE "HISH-HO."

FINDING OF THE COURT OF INQUIRY.

Finding of a Court of Inquiry held at the Custom House, Shanghai, on the 19th October, 1905, called at the request of the China Merchants' Steam Navigation Company, to investigate the circumstances attending the loss of their s.s. *Hish-ho* on the 30th ult., 1905, whilst on a voyage from Chefoo to Shanghai.

President:—H. Edgar Hobson, Commissioner of Customs, President; and Lieut. K. Mackenzie-Grieve, R.N., H.M.S. *Cadmus*, W. A. Carlson, Harbour Master, Assessors; A. H. Hudgins, Clerk of the Court.

T. Weir, watching the case on behalf of the China Merchants' Steam Navigation Company. From the evidence heard in this case the Court finds as follows:—

1.—That the s.s. *Hish-ho*, of 1,805 gross and 1,082 register tons, owned by the China Merchants' Steam Navigation Company, and commanded by Captain A. A. Crawford, left Chefoo for Shanghai about noon on the 29th September, 1905, with a small general cargo, and 4 foreign and 11 native passengers.

The crew consisted of the Captain, two mates, three engineers, and 35 natives. Comproder's staff: uncertain.

The vessel's draft was about 7 feet forward and 11 feet aft.

2.—That at about 6.30 a.m. on the 30th September when the ship was in Latitude 35° 24' N., Longitude 124° 37' E., in fine weather, she struck a mine which exploded under the forward part of the fore hold, sending the water spouting up through the ventilator and burning open the fore hatch.

3.—That the 2nd officer was in charge of the deck and the 2nd engineer of the engine-room at the time of the explosion.

4.—That the ship began to sink rapidly by the head, and finally disappeared about fifteen minutes after contact with the mine.

5.—That the chief engineer went into the engine-room immediately after the explosion, stopped the engines, and eased the safety valve.

6.—That the port after life-boat and the dingy on the port side of the after deck were successfully launched, in which boats were the majority of the survivors, others swimming to them or being picked up by them subsequently.

7.—That the port forward life-boat was floated when the water reached it, but for some unexplained reason capsized before it was clear of the ship.

8.—That no boats were swung out from the starboard side, though all were cleared in order that they might float off as the ship sank.

9.—That the ship was properly found in life-boats and life belts, and that the boats were properly equipped, in good condition, and the falls, etc., in good working order.

10.—That, as far as is known fifteen lives were lost, namely, the 2nd and 3rd engineers, 2 of the comproder's staff, 1 steward, 1 boy, 3 firemen, 1 sailor, and 5 native passengers.

11.—That the officers did everything in their power to save the lives of the crew and passengers, that there was no excitement, but that the work of launching the boats was greatly hampered by the Chinese jumping into them as soon as they were taken off. The loss of life is attributed mainly to the capsizing of the port forward life-boat, in which the 2nd engineer, Mr. Mauchan, was last seen.

The 3rd engineer, Mr. Muir, was last seen on deck a few minutes after the explosion, and it is not known that he entered any of the boats.

12.—That the Captain remained on the ship till the last moment of safety and then swam to a piece of wreckage from which he was picked up by the port after life-boat.

13.—That a good look-out was kept both from the forward and from bridge and as nothing floating was reported by the lookout men the Court is of opinion that considering the position in which the mine exploded, it must have been either submerged or nearly so.

14.—That the survivors were picked up by the China Navigation Company's steamer *Chinkwa* about an hour after the vessel sank, and brought to Shanghai.

15.—That the Court exonerates the Captain, officers and crew from all blame.

(Signed) H. Edgar Hobson, Commissioner of Customs, President.

(Signed) K. Mackenzie-Grieve, R.N., H.M.S. *Cadmus*, W. A. Carlson, Harbour Master, Assessors.

(Signed) T. Weir, watching the case on behalf of the China Merchants' Steam Navigation Company.

THE CHINA ASSOCIATION.

HONGKONG BRANCH.

INTERESTING ADDRESS.

The Hon. Mr. Gresham Stewart presided at the annual meeting of the Hongkong branch of the China Association held in the City Hall, at 4.30 this afternoon. Amongst others present were Messrs. H. F. Pollock, K.C., W. G. Humphreys, W. Parlane, A. G. Wood, H. W. Robertson, F. Salinger, G. H. Medhurst, E. Osborne, M. Stewart (Hon. Secretary), F. W. Mitchell, T. Hough, T. P. Cochran, A. R. Lowe, A. J. Raymond, J. C. Peter, W. Saunders, E. G. Barrett, and A. S. D. Couland.

The Secretary read the notice convening the meeting, after which

The Chairman said:—As it is usual here to accept as read reports which have been in the hands of members for some days, I propose to follow the prevailing custom, and ask you to accept as read the report I have now the honour to present to you.

You will see from the accounts that we have a credit balance of something over \$1,000. In view of this and our small expenses we have not collected any subscription for 1905, as we deemed it advisable to publish the report and show that we had not been idle and then to invite an expression of opinion from the members as to what course they may deem it advisable to pursue. It is useful to have some money in hand as we may at any moment have to incur fairly heavy telegraphic expenses, but we don't want to go on indefinitely piling it up. My own idea is that it would be a graceful act on our part after collecting this year's subscription to remit to London anything in excess of \$1,000 as their report shows that their expenses are largely met by heavy donations from various firms interested in China.

This, however, my opinion as an individual, but as the disposal of members' funds is naturally a question they must decide for themselves we invite an expression of opinion on the point.

Many members resident here pay their subscriptions in London, but as the London report gives no list of names it may be that some of these have not received reports. We shall be very glad to send them now if they will let us know.

THE LATE WAR.

As mentioned in that report, the period covered is one of exceptional interest, for during the whole of the time the world has been witnessing one of the greatest conflicts ever fought, and quite the greatest in regard to the enormous powers of destruction brought to bear by the respective combatants one against the other.

Happily it is over, and the loss of life and the misery involved, heavy as they are, are less by far than a contest waged with equal valour would have been in ancient days, when fighting hand to hand was the accepted principle of warfare.

AFFAIRS IN CHINA.

Now that Japan has emerged victorious, the position of affairs in China will probably be much improved in so far as the fear of partition is to a great extent removed.

And it looks as if we are profiting by the occasion, as witness the new loan by the Hongkong Government to pay the Americans and Belgians out of the Canton-Hankow Railway.

In common with every British subject in China, we have reason to rejoice at the forethought which conceived and the wisdom which carried out this bold stroke. (Applause)

Although delays may be tedious and deferred we may suffer often from hope deferred, we have before us an infinitely brighter prospect than we have had in China ever since the construction of the Siberian Railway which with its implied absorption of the north of China by Russia hung like a thundercloud over the heads of home capitalists contemplating investments out here. (Applause)

That we have maintained our position as well as we have done is due largely to the tenacity and energy of individual British traders at various ports in China and to the yeoman service, which has been often rendered, and by various Consuls, and in the capacity of our veteran Minister at present at Peking. (Applause)

As regards West River steamers, barriers in the Canton River and various other items in our report, including the rights of neutrals during war, the published correspondence deals with them and the position we have taken up will, we trust, be approved of.

The memorandum by Mr. Kopsch we recommend to your attention as it gives information upon a subject most of us in the South know little or nothing of, and is about a country which we hope has abundant possibilities for peaceful development. (Hear, hear)

KOWLOON AND CANTON RAILWAY.

Our report and the correspondence we publish shows the line we have steadily followed and will not enlarge further upon it except to say that I am sure all members of this Association will gladly assist at the cutting of the first sod, if there is any ceremony on that interesting occasion. (Applause). If there are delays with the negotiations at Peking let us at any rate have none as to doing our own section which will certainly encourage the others interested to persevere.

As regards the general question of railway enterprise in China our letter of July, which we partly publish, shows our views as to the advisability of our uniting with our allies in this direction. (Applause)

That there should be on the part of China a firm desire to control her own railways is only natural, and those who like ourselves have no territorial ambitions in China can view that desire with respect and sympathy.

But for lack of engineering skill, and capital China must get foreign aid to construct her railways, and that is where it appears to us a field is open to our energies.

We have built railways in the North, and handed them over subsequently to China, so our railway record is good so far as it goes.

What China wants (there would be no harm in her parting with the moment China

materially is weak and weakness always produces nervousness and irritability.

When China was really strong 600 to 700 years ago, under Jhengtsi Khan and Kublar Khan she welcomed foreigners much more freely than she did later under the less powerful Ming 300 years ago. Under the great Emperor Kang Hi she was distinctly more liberal to outsiders than she is to-day. Historically therefore we have no reason to dread a reasonably strong China. The "Yellow Peril" cry has no fear for those who feel that China's natural genius does not lead to conquest and aggression, but China absolutely weak and lying as a carcass for the eagle is a real danger to the peace of the world.

CURRENCY.

The question of uniform currency for China has occupied our attention as the appendix shows.

We cannot claim that much progress has been made, but we hope that what has been done up till now will not be entirely useless.

As in all great reforms the real impetus must come from within and not from without, and I think no influence will be so potent in arriving at this desired end as trunk lines of railways throughout the country. When the travelling Chinaman finds himself squeezed in exchange over every railway ticket a cry for a common standard will surely go up throughout the land, and the engineer will have conquered where the financier and diplomatist have failed. One can imagine the Chinese countryman arriving at a station with his fare tied up in a handkerchief which he has carefully calculated for about a month; one can see his disgust and wrath as extra cash, or perhaps even cents, are demanded at the ticket office. What humiliations to secret pockets! One can almost hear the interchange of invective which will pass across the ticket window and how the respectability of the ancestors of the contending parties would be called in question! We can picture the grumblings of those waiting their turn and the laughter of those who have passed through the ordeal. The victim would appear ridiculous, and ridicule to the Chinaman is infinitely stronger than cold argument. His acute sense of humour will push very strongly against love of old custom, as I believe ere long one coin would be acceptable throughout the length and breadth of the Celestial Empire like the Peking dialect. (Applause)

CARING FOR BRITISH INTERESTS.

I will now refer to the paragraph under the heading China League. This and the correspondence in appendix B shows what we have done. We regret that there should be two bodies pursuing the same ends although by different names—the objects and reasons for our existence are stated at the back of this report, and we contend that these reasons are peaceful and justified. We think the best way of attaining these objects are those we pursue. There are many things we may wish to see put right, which it would be impossible to advertise too largely. At the same time we have no intention of sitting quietly in the pocket of the Foreign Office and being thought worthy of commendation because we never give them any trouble. It is our only excuse for existence that we are prepared to push and push hard when opportunity requires it. (Applause) We, I venture to think, can only be a useful body as long as we maintain an independent and at the same time a friendly attitude, and if we further establish a good record for being at once active and not without discretion there are times and occasions when we can be useful to our own officials as they can be to us. (Applause) That we exist for the care of British interests in no way means that we grudge good fortune to the energies and abilities of those who may compete with us. The press bickerings which at times come across the world to this Colony may be deplored by all thinking men. It would be a good thing if the proprietors of those misguided papers (and we have plenty of them) were to send their editors to one or more of the ports between Singapore and Tientsin for a period. It would be to them a valuable education for they would find men of many nations closely competing for the favour of fortune and yet living together in complete harmony and mutual respect. (Applause) rippling with many of us into firm, and enduring friendship.

The brotherhood of mankind may be a Utopian ideal, but it is none the less an ideal worthy of being sought after, and to start out designedly with evil intent and malice aforethought to destroy it, seems nothing short of monstrous iniquity and merits assuredly the utmost condemnation. (Applause). I earnestly hope that the accusation of fermenting mutual distrust and ill-will will never be laid with justice at the doors of the China Association. (Prolonged applause)

An extended report will appear in our issue to-morrow.

CHINA'S MINES.

DEVELOPMENT CHECKED.

According to a Peking letter, the Shanghai having received from Viceroy Chou Fu of Nanking an exhaustive report on the mineral resources of the Kiangling Viceroyalty (Kiangsu, Kiangsi, and Anhui provinces) has issued instructions to the Viceroy and Governors of other provinces ordering them to follow Viceroy Chou Fu's example, and also to establish in each province a Department of Mines, which shall without delay make a careful and detailed survey of the mineral deposits of each province, mark out their respective boundaries, and earmark all places in which there may be the least indication of possessing minerals or any kind of thing having any commercial value.

After this has been done permission must be obtained from the Department of Mines before any person or persons shall be allowed to develop such deposits. These Departments on the other hand will be required to send periodical reports to the Shanghai Treasury, with maps and general remarks on each newly opened mine or mines that shall come under the Department's notice. Imperial Government will be able to know without trouble just how many mineral deposits are in the country and how they are being developed.

UNITED STATES NAVY.

GREAT BATTLESHIP CONSTRUCTION.

According to a London journal, the United States has under construction 13 first-class battleships and 19 other vessels. Of the battleships, seven will be ready to be commissioned within the next half year.

The new vessels building for the United States navy are battleships *Connecticut*, 16,000 tons; *Georgia*, 14,948; *Idaho*, 13,000; *Kansas*, 16,000; *Louisiana*, 16,000; *Minnesota*, 16,000; *Mississippi*, 13,000; *Nebraska*, 14,948; *New Hampshire*, 16,000; *New Jersey*, 14,948; *Rhode Island*, 14,948; *Vermont*, 16,000; *Virginia*, 14,948; and the 17 other vessels are armoured cruisers—*California*, 13,680; *Charleston*, 9,700; *Colorado*, 13,680; *Maryland*, 13,680; *Mississippi*, 9,700; *Montana*, 14,500; *North Carolina*, 14,500; *Pennsylvania*, 13,680; *St. Louis*, 9,700; *South Dakota*, 13,680; *Tennessee*, 14,500; *Washington*, 13,500; *West Virginia*, 13,680; *Scouts* *Birmingham*, 3,750; *Chrysler*, 3,750; gun vessels *Dubriqua*, 1,085; *Paducah*, 1,085.

With the completion of the battleships mentioned above, the United States will be able to put into line of battle 25 first-class vessels.

NINE YEARS IN COMMISSION.

In connection with the above, the following from the *Boston Herald* will be of interest:—

The battleship *Oregon* is to be ordered home from Chile waters to be reconstructed. Her record of unbroken active service is one of the longest in the history of the navy. She first went into commission in July, 1896. Her performance of racing around Cape Horn, under command of Captain Charles E. Clark, during the Spanish war, is likely to long remain as the most remarkable run ever made by a battleship. Starting on March 19, 1898, from San Francisco, she covered 13,000 miles in sixty-eight days, and reported at Jupiter Inlet at a critical moment. In October of the same year she made a run of 21,000 miles to Manila, teaching there in perfect condition.

THE ANGLO-JAPANESE SHIP-PIING CO.

Further particulars of the Anglo-Japanese ship-owning and carrying combine, which has been arranged with a capital estimated at £5,000,000 are now to hand. According to a Liverpool cable the chief "un-own" office will be in London, and the offices of the management will be located at Liverpool. The names of Mr. F. D. Holt, Sir Alfred Jones and a number of prominent merchants with Far Eastern interests are mentioned in connection with the undertaking. It is said that the combination will have some 40 steamers of from 2,000 to 8,000 tons which have been acquired by the Japanese Government in transport work. It is understood that the Japanese Government has given its approval to the enterprise and granted concessions for warehouses and docks and that steamers will be run between London, Antwerp, certain French ports and the Orient.

VOLCANIC ERUPTION AT SAMOA.

"TRAVELLING MOUNTAIN RANGE."

Passengers by the steamer *Manapouri*, which arrived at Auckland from the islands last month, report that the volcano on the island of Savaii, Samoa, was still very active. An enormous quantity of matter, estimated at many millions of tons, had been ejected. The correspondent of the *Samoa Times*, describing the scene, says:—"Fancy a travelling mountain range, four or five miles long, in many places a quarter of a mile wide, and at several points 200 ft. high, and then you get some idea of the magnitude of the forces at work. There are probably five or six, if not more, of these shifting mountains carried upon a bosom of molten lava which is underneath. The larger ones, which are now travelling very slowly, will probably soon come to a standstill, as the lava which is carrying them is solidifying at the extreme ends, and beginning to hinder their forward progress."

A TUNNEL MYSTERY.

"SHERLOCK HOLMES" CONSULTED.

The Merisham tunnel of the London & South-Eastern Railway, where the brutal murder of Frederick Gold by Percy Lefroy, alias Mapleton, occurred on June 27th, 1887, has again been the scene of a mysterious tragedy, the details of which, so far as ascertained, are markedly similar to that of a quarter of a century ago. In the present case the victim is a young woman, Mary Mooney, whose body was horribly mutilated. A long veil was tightly wedged in her mouth, and the police are confident that she was murdered in the compartment of a train on which she was travelling, and her body thrown from the car. The fact that all the doors of the train on its arrival at Red Hill were closed, is considered to prove conclusively that it was not a case of suicide. According to telegraphic information received from home the outrage has served to start a crusade against the continued use of the cell-like compartment cars on the British railways, and at least one road is said to have countermanded a large order for the old-type cars in consequence of the crusade.

Sir Conan Doyle was asked, in his capacity of "Sherlock Holmes," to give his opinion of the tunnel tragedy. He declined, but warmly denounced the present style of cars and lack of protection for women travelling alone. He said:—"I think it perfectly scandalous that such a state of affairs should be allowed to exist. Any railway company not respecting its passengers' safety is not fit to be held responsible and pay owners' claims when a woman is murdered."

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 21st inst., state:—Business reported:—Indo-Chinese at Tls. 68 cash. Farnham, Boyds at Tls. 140 for December, and Tls. 150 for March. Shanghai and Hongkong Wharfs at Tls. 190 for October. Langkats at Tls. 240 for December. Chinese Engineering and Mining Co. at Tls. 90 cash.

Business done direct:—Farnham, Boyds at Tls. 145 for November, Tls. 146 for December, and Tls. 150 for March. Shanghai and Hongkong Wharfs at Tls. 188 for October, Tls. 192 for December, and at Tls. 202 for March. Yangtze Wharf at Tls. 190 cash. Perak Sugars at Tls. 68. Langkats at Tls. 240 for October, and Tls. 245 for December. Astor House at 5 1/2. Wei-hai-wei Golds at 58 cash.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 111 9/16
Do. demand 111 1/16
Do. 4 months' sight 111 15/16
France—Bank T.T. 247
America—Bank T.T. 471
Germany—Bank T.T. 200
India T.T. 146 1/2
Do. demand 146 1/2
Shanghai—Bank T.T. 71 1/2
Singapore T.T. 9 1/2 prem.
Japan—Bank T.T. 95 1/2
Suez—Bank T.T. 118

Buying.
4 months' sight L/C. 2 6 1/16
6 months' sight L/C. 2 6 3/16
30 days' sight San Francisco & New York, 48 1/2
1 months' sight do. 49 1/2
30 days' sight Sydney and Melbourne, 20 5/16
4 months' sight France 25 1/16
1 months' sight " 25 1/16
4 months' sight Germany 25 1/16
Bar Silver 28 1/2
Bank of England rate 4 1/2
Sovereign 10 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul
Malwa New @ 1,100/1,110
" Old @ 1,140/1,150
" Older @ 1,180
" Oldest @ 1,200
Per chest
Patna New @ 99;
" Old @ 1,020
Bombaras New @ 975
" Old @ 985
Persian (Paper) @ 1,120/1,200

To-day's Advertisements.

THE HONGKONG ELECTRIC COMPANY, LIMITED.
NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (Five Dollars) per Share has been made and is PAYABLE at the Company's Office, St. George's Buildings, or before 1st December, 1905.

Shareholders are requested, when paying the above-mentioned Call to send to the Company's Agents their Provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th October, 1905. [1013]

KOWLOON CUSTOMS NOIFICATION.
WRE K IN CANTON RIVER.

THE Chinese Torpedo-boat "LOI FU" (雷虎) sunk in CANTON RIVER is marked by a junk which carries a Red Flag by day, and two White Lights (one under the other) from one yard arm and one White Light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights. The junk is moored close to the wreck in 26 feet low water.

The bearings are:—
North end of LANKIT ISLAND N. 50° W. about 5 miles.
CHUEN' POINT N. 28° W. about 6 1/2 miles.

T. E. COCKER,
For Acting Commissioner of Customs,
Kowloon District.

Custom House,
Kowloon, 24th October, 1905. [1014]

NOTICE is hereby given that Messrs. L. M. ALVARES & Co. have on the 10th day of October, 1905, applied for the Registration in Hong'ong in the Register of Trade Marks of the following Trade Mark:—
A representation of a Chinese Pagoda with the words "WO LEE" on the top of same and the Chinese characters 和利 (Wo Lee) on the left side thereof.

The Trade Mark has been used by the applicants since the year 1903, in respect of the following goods, viz:—Substances used as food or as ingredients in food and principally in Chinese Soy and Ginger in class 42, in silk piece goods in class 31, and in raw or partly prepared vegetable, animal and mineral substances used in manufactures, not included in other classes, and principally fibrous substances (e.g., cotton, hemp, flax, jute) wool, silk, bristles, hair and feathers in class 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hong'ong, and also at the Offices of the Under-Signed.

BRUTTON, HETT & GOLDING,
Dated the 25th day of October, 1905. [1016]

TO LET.
A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE, facing Polo Ground.

OFFICES in course of erection, CORNAUARY ROAD (near BLAKE PIER).

GODDOWNS' PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th October, 1905. [1017]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

NEW PIANOS \$375

SUPERIOR TO MOST OTHERS

AND THE

ONLY PIANOS MADE IN HONGKONG

FOR THE

CLIMATE OF HONGKONG.

CREDIT SYSTEM

IF REQUIRED.

IMPORTED PIANOS

AT

HOME PRICES.

Steinway,
Bechstein,
Hopkinson,
Rachals,
Haake,
Winkelmann,
Krauss.

BABY GRANDS

AT PRICES OF COTTAGES

AND

OCCUPYING SAME SPACE

THE APOLLO PIANOLA \$350.

1,000 NEWEST

VICTOR RECORDS

AND

TALKING MACHINES.

Hongkong, 18th October, 1905. [1018]



Trade

Mark

TELEPHONE NO. 135.

"CLUB" SCOTCH WHISKY.

Beware of Imitations

of

this well-known and
popular
BRAND.

ASK FOR

CLUB WHISKY

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	7th November.
GLASGOW and LIVERPOOL	"PINGSUEY"	7th "
GLASGOW and LIVERPOOL	"HECTOR"	14th "
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "
GLASGOW and LIVERPOOL	"HYSON"	21st "
GLASGOW and LIVERPOOL	"PRIAM"	21st "
GLASGOW and LIVERPOOL	"OANFA"	28th "
GLASGOW and LIVERPOOL	"AJAX"	28th "
GLASGOW and LIVERPOOL	"HUCHOW"	5th December.
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	21st November.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	9th November.
	"OANFA"	1st December.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	28th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	26th October.
SWATOW, CHEFOO and TIENTSIN	"OHIELI"	31st "
MANILA	"TEAN"	31st "
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	2nd November.

YOKOHAMA and KOBE "TSINAN" 5th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th October, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA via AMOY	FRIDAY, 27th October, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 4th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd October, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"INDRANI"	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

Has always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclicals
and Silas Duplicators.

Hongkong, 23rd February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crew of the following vessel during her
stay in Hongkong Harbour.

CHUM HILL, American 4-masted schooner,
Capt. Hoffman—Master.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M., and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$8; 2nd Class, \$3; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton, at 9 every
evening (Saturday excepted).Leave Canton for Hongkong, about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 23rd August, 1905.

For Freight or Passage, apply to

MEAD & WALKER, Captains.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SANDAKAN via KUDAT MAUSANG THURSDAY, 26th Oct, Daylight.

MANILA YUENSANG FRIDAY, 27th Oct., 4 P.M.

TIENTSIN via SWATOW & CHEFOO SATURDAY, 28th Oct., 3 P.M.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan,
Jesselton and Labuan.These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th October, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"ARABIA" 4,483 Metentzin November 7th, 1905.

"ARAGONIA" 5,198 Ernst November 29th, "

"NICOMEDIA" 4,370 Wagemann December 22nd, "

"NUMANTIA" 4,370 Feldmann January 7th, 1906.

The S.S. "Arabia" arrived at Yokohama on the 23rd instant, and is due to arrive in Hongkong
on or about the 28th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR VLADIVOSTOCK.

THE Steamship

"ANDALUSIA"

Captain Filler, will be despatched for the
above Ports, on WEDNESDAY, the 1st
November, at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 19th October, 1905.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"

WILL leave Hongkong every SATUR-
DAY, at 6 P.M., and return from Macao
at 10 A.M. on SUNDAY.

Passengers desiring to remain longer in
Macao may return by the S.S. "KWONG
TUNG" which will leave Macao on Sunday at
9 P.M.

Fares:—1st class single \$1.50 with Cabin \$2.00
return 2.00 " " 3.00
2nd class single 1.00 return 1.50

S.S. "KWONG TUNG"

WILL leave Hongkong every SUNDAY,
at 8.30 A.M., and return from Macao
at 9 P.M.

Fares:—1st class single \$2.00 with Cabin \$2.00
return 2.00 " " 3.00
2nd class single 1.00 return 1.50

BREAKFAST, Tiffin and DINNER \$1 EACH.
The Wharf in Hongkong is a short distance
West of the Harbour Master's Office.

For further Particulars, apply to the
SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Messrs. HERBERT, DENT & CO.,
Agents,
Central and Main,
Hongkong, 23rd September, 1905.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th October, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above
Ports, on WEDNESDAY, the 1st November,
at Noon.

This well-known Steamer is especially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is lit throughout with the
Electric Light.

A duly qualified Surgeon and Stewardess
are carried.

To ensure the additional comfort
passengers the Steamer of the Company is
fitted with a special arrangement for
the storage of baggage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th October, 1905.

TRIPS TO CANTON AND MACAO.

THE Yut On Company's Splendid Steamer

"YING KING"

1,086 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY, EVENING, at 8.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 8 A.M.

On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.

The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single Journey to Canton \$3.00
Second " " 1.50

First class single Journey to Macao 1.00
" " return " 2.00
" " with Cabin 2.00
Second " " 80 Cents.

Third " " 50 " " 30 "

Breakfast, Tiffin or Dinner \$1 each only.
Wines and Spirits of the best brands are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.

The wharf in Macao is the same as the
S.S. "Persimmon."

For further information, apply to the Office of
YUK ON S. S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 23rd August, 1905.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,
Agents.

Hongkong, 16th October, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"WRAY CASTLE" 6th November.

"GHAEZE" to follow.

"LOTHIAN" to follow.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,
Agents.

Hongkong, 16th October, 1905.

Shipping—Steamers.

THE ROBERT DOLLAR COMPANY.

FOR ROBE AND SAN FRANCISCO.

THE Company's Steamship

"HAZEL DOLLAR"

Captain Cross, will be despatched for the
above Ports, on TUESDAY, the 1st instant.

For Freight and Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 23rd October, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain J. G. O'Brien, will be despatched for the
above Ports, on TUESDAY, the 1st instant, at
3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 24th October, 1905.

Hongkong, 24th October, 1905.

INSURANCE.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895.

Intimations.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

The successful and highly popular remedy, used in the
Continental Hospitals by Doctors, Surgeons, Physicians
and others, combines of the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
known.

THERAPION No. 1 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 2 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 3 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 4 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 5 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 6 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 7 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 8 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 9 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 10 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 11 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which have often been the cause of
permanent disability. It is a powerful, yet gentle,
and perfectly safe, remedy, and affords prompt relief
in all cases where it is properly used.

THERAPION No. 12 is a re-
markable remedy, especially recommended for the
treatment of all forms of rheumatism, sciatica, neuralgia,
and all diseases of the joints, muscles, tendons, and
ligaments, which have been so much a trouble to
sufferers, and which

Intimations.

**WM. POWELL,
LIMITED.**

**ALEXANDRA
BUILDINGS**
Des Vaux Road.

**NEW GOODS
NOW ON SHOW.**

**TRIMMED AND
UNTRIMMED
MILLINERY
FLOWERS,
FOLIAGE, AND
RIBBONS.**

**SILK BLOUSES
DELAINE SHIRTS
GOLFERS.**

**LACE COLLARS,
BERTHAS AND
JABOTS.**

**SILK AND LACE
NECKWEAR.**

**Light & Medium-weight
PURE**

**UNSHRINKABLE
WOOLLEN VESTS**

**DRAWERS,
COMBINATIONS
& SPENCERS.**

**FINE CASHMERE
HOSIERY.**

**SILK & KID BELTS,
Latest Designs.**

**DAINTY FANCY
HANDKERCHIEFS.**

**A large assortment of
SMARTLY-CUT**

**UNDERSKIRTS,
For Morning and Evening wear.**

**English and American
(Black, Bronze & Tan)**

BOOTS AND SHOES

with Button, Lace, Buckle or Strap.

**White Kid, Ivory Satin,
Black-beaded and
Bronze-beaded**

EVENING

FOOTWEAR.

Best Quality at Moderate Prices.

WHITE KID GLOVES

Self and Black Points.

SOFT CHAMOIS

WASHING GLOVES

DRESS FABRICS

in endless variety.

All the Newest Goods on the Market

INSPECTION INVITED

WM. POWELL & CO.

HONGKONG

Received 1st October 1905

Notices of Firms.

NOTICE
I HAVE THIS DAY RESUMED CHARGE
of the Company's affairs at this Port.
E. A. HEWITT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. [1034]

NOTICE
I HEREBY GIVE NOTICE that on the
1st day of October, 1905, I admitted into
Partnership in the business carried on by me
under the style of "MACDONALD & Co."
Mr. JOHN WILKIE, and the business will
henceforth be carried on by myself and
the said JOHN WILKIE under the style of
"MACDONALD & Co."
D. MACDONALD.
Hongkong, 21st October, 1905. [1035]

Intimations.

**SANITARY BOARD OFFICE,
HONGKONG.**
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS AND
VENTILATION BY-LAWS (as amended),
every Domestic Building or part of such Building
within the CENTRAL DIVISION of the CITY
OF VICTORIA and the WESTERN DIVISION
OF KAU-LUNG occupied by members of more
than one family must be cleaned and lime-
washed THROUGHOUT by the owner
during the months of September and October.
N.B.—The word "Throughout" used in this
notice means that the Houses should be lime-
washed in respect of all the Walls of each
Room and Staircase, all the Walls of each
Casing and Stair Linings, all Ceilings and the
Undersides of Roofs both in Main Buildings,
Offices and Servants' Quarters and inclusive
of Verandahs.

The Back Yard should have its containing
Walls lime-washed up to the level of the first
floor.
Carved, Painted or Polished Woodwork in
good condition, however, need not be lime-
washed but must be Cleaned.
The Central Division of the City lies between
Gilmair Street and Peel Street on the East and
Tank Lane and Claverley Street on the West.
Kau-lung is divided into the Eastern and
Western Divisions by Robinson Road and a
straight line drawn from the north end thereof
through the Yau-ma-tei service reservoir to the
northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.
Dated this 2nd day of October, 1905. [1038]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Naval Authorities that TORPEDO RUN-
NING will be carried on from the range at
Lai-chi-kok from THURSDAY, the 26th inst.
By Command,
T. SERCOMBE SMITH,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 21st October, 1905. [1032]

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Lai-chi-kok from THURSDAY, the 26th inst.
By Command,
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Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th October, 1905. [1035]

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From Eastern Defence, towards entrance to
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From Eastern Defence, towards entrance to
Junk Bay and towards Waglan, at ranges up to
12,000 yards, commencing at 9.30 A.M., and
finishing at 12 Noon.
If the weather is unfavourable on either of
the above dates, Practice will take place on the
following day.
All ships, junks and other vessels are to
keep clear of the ranges.
BASIL TAYLOR,
Harbour Master, &c.
Harbour Department,
Hongkong, 19th October, 1905. [1037]

**BAY VIEW HOUSE,
MACAO.**

SITUATED at the most charming part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of Hongkong Visitors, who travel
to this Delightful Resort.
BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.
MORNING TRASP, BREAKFASTS,
TEAS, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.
On SUNDAYS, Meals served a la carte
from 11 A.M. to 2 P.M.
Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.
LIGHT REFRIGERANTS of every
description, including Ice, may be had at
the lowest prices.
Afternoon tea of the fancy kind at BAY
VIEW HOUSE will be had to suit the
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THE KWANGSI REBELLION.

REWARDS FOR OFFICIALS.

Viceroy Tan Chun-huan, of Canton, has
memorialized to the Throne that the troubles
throughout the province of Kwangsi are now
completely settled and the civil and military
officials concerned should be granted due re-
cognition of their respective merits.

The troubles in Kwangsi at one time extend-
ed all through the province and all the local
affairs were thrown into confusion. Therefore
we specially despatched Tan Chun-huan as
acting Viceroy of Liang Kwang Provinces and
he had engaged in the military affairs of those
provinces for two years and had effectively
suppressed the rioters gradually. The troubles
having been completely settled this had
been properly managed. Tan Chun-huan
has attended this matter earnestly and properly
for which due reward shall be granted. There-
fore we hereby grant him the brevet rank of
the Junior Guardian of the Heir Apparent
(Kung-pao). The retired governor of Kwangsi,
Li Ching-hsi, is hereby granted the special
treatment of the Board concerned. The Yu
Kuang circuit of Kwangsi, is appointed
Provincial commander-in-chief of Kwangsi.
Yu Cheng-koh, Provincial Judge of Kwangsi,
is granted first class button and further
special treatment will be given him by the
Board concerned. Hu Shan-lin, Provincial
Treasurer of Kwangtung, is also to be
granted over to the Board concerned. Tan
him special treatment. Chang Men-te, who
was promoted three ranks; expectant Faisai
Chu-Yung-tao and Wang Ping-on are re-
spectively granted first class buttons. Cheng
Wan-teng, an expectant prefect, is ordered
to be specially mentioned in the archives of
the Grand Council for further appoint-
ment. The rest of the officials in the list
furnished are also to be duly rewarded after
due investigation of the Board concerned.
The welfare of Kwangsi is urgently and
necessarily to be properly looked after and the
viceroys and governor together with other local
officials are held responsible to have enterprises
to improve industries and education and to sup-
press evil people, to protect the good people
and those officials who will effectively carry
out our wishes to give the people proper atten-
tion will from time to time be watched and be
duly rewarded or they will be duly impeached
and dealt with strictly. Therefore the officials
concerned shall look after their official duties
properly so as to promote the local prosperity
and safety of the province.—Shanghai Mer-
cury.

FAST OCEAN STEAMSHIPS.

There are 68 steamers mentioned in Lloyd's
Register as capable of 20 knots and upward.
But only 18 of them are ocean-going. Fifty
are vessels employed in English channel and
pleasure traffic. It is here that recent increase
in fast speed vessels is chiefly observable, partly,
of course, as a result of the introduction of the
turbine. As regards steamers in the Trans-
atlantic passenger trade, there is little advance
to be recorded, for the number of vessels of 20
knots and upward is now the same as in 1904,
and compares as follows with 1899:

1899	1905	1899	1905
G. Britain.....6	7	U. States.....4	4
Germany.....2	5	France.....2	2

Great Britain has still nothing faster than
the *Lucania* and the *Campania*, with their
22 knots, but the new Leviathans which the
Cunard Company is building should in due
course recover for her the blue ribbon of the
Atlantic, now held by the *Deutschland* of the
Hamburg American Company, with 23 knots.

At least three of the Norddeutscher-Lloyd fleet
can also beat any of the Atlantic steamers un-
der the British flag. The United States still
relies on the vessels of the American line to
bring her into the first category as regards
speed, and France on the steamers of her
Transatlantic Company. Four nations, as
pointed out, divide among themselves the spe-
cial honours of the Atlantic, but six boat vessels
of 20 knots and upward, Belgium, for in-
stance, has half a dozen, but they are all cross-
channel paddle-boats engaged in the Ostend
service. Holland has three of the same type
running from Flushing to Queensborough.
France, also by reason of her cross-channel
mail boats, has seven all told. On the other
hand, the United States has only one paddle-
boat of the speed which is the subject of these
remarks, and Germany's list is exhausted by
the figure given in the first table. Great
Britain, on the other hand, has a total of 42, as
compared with 27 in 1899. Of these 42, 10 are
paddle steamers, and 11 are turbine-driven.
No other country yet owns a turbine steam-
er doing 20 knots, and the only two turbine
ocean-going steamers in the world are the *Vic-
torian* and the *Virginian* of the Allan Line,
which do 18 knots.

Germany's superiority in matter of speed
under steam is well-known, but it is also in-
teresting to mention that the likewise holds
the record for speed under sail. The huge
masted Hamburg ship *Preussen*, 5,811 tons
gross, has done 68 knots in 24 hours, and
under good conditions has attained to 17
knots an hour. The five-masted bark *Polaris*,
4,026 tons gross, has a record of 16 knots, and
the *har* done fine work—for example, *Iquique*
to the Lizard in 57 days. The *Preussen* has
done even better—Hamburg to Iquique in 57
days.—*Shipping Illustrated*.

**CAN SEE IN THE DARKNESS.
ONLY.**

PECULIAR AFFLICTION Baffles Scientists.
Derby, Conn., Aug. 30.—Physicians and
eye specialists are baffled by the cases of three
East Hartford boys, whose sense of sight is
strangely perverted. Two of the boys, Hyman
and Abraham White, six and four years old,
respectively, are practically blind in the day-
time but at night they see as well as an ordi-
nary person does in the day. The third boy,
Frank Cohn, 15 years old, can see only in the
brightest light.

New York eye specialists, including Profes-
sor Knapp, have pronounced the affection of
the white boys incurable and inappreciable, but
attributed Cohn's affection to paralysis of the left
side. They say he would be wholly blind were
he unaccompanied, and Cohn is unable to walk the
streets at night. Hyman White attends night
school and studies in the dark. Cohn has been
unable to go to school for three years.
During the day the white boys seek the
darkest places and are depressed and nervous,
but after sundown they begin to feel cheerful,
and will play and talk and sing as usual. They
have been tried with opium, but it has no effect.

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Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY AND SATURDAY,
the 27th and 28th October, 1905, commencing
each day at 2.30 P.M. sharp, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
OLD PEKIN CURTOS,
Comprising—
OLD CHINA VASES, WALL PLATES
AND INCENSE BURNERS, CLOISONNE
VASES, and WALL PLATES, OLD
BRONZES, SNUFF BOTTLES, CARVED
WOOD ORNAMENTS, TEMPLE PALACE
and WALL HANGINGS, SILK EMBROI-
DERIES, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd October, 1905. [1036]

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 27th October, 1905, at 3 P.M., at the
Wing Lok Street Wharf,
The River Passenger Steamer
"YING KING."
For Particulars, apply to the Auctioneers.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th October, 1905. [1031]

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 30th day of October,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
adjoining Rural Building Lot 44 at Deep
Water Bay, in the Colony of Hongkong, for a
term of 75 years, commencing from 22nd June,
1886.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
2.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
3.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
4.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
5.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
6.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
7.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
8.	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
9.	N. S. E. W.	ft. ft. ft. ft.	ft. ft.	

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT
MERCHANTS.

HAVE BEEN APPOINTED AGENTS
FOR MESSRS.

ROBERT PORTER
& CO.,

BOTTLED BY THE FAMOUS
BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,

AND
LIGHT ALES.

PRICES
PER CASE

"BULL DOG" Bass' Ale	8 doz. pils. \$15. Per doz. pils. \$1.25
"BULL DOG" Light Ale	4 " pils. \$18. " " pils. \$4.50
"BULL DOG" Champagne Buis.	8 " pils. \$24. " " pils. \$3.00
(specialty brewed for this climate)	12 " splits \$27. " " splits \$2.40
"BULL DOG" Guinness' Stout	8 " pils. \$24. " " pils. \$3.00
Do.	12 " splits \$28. " " splits \$2.40

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 23rd September, 1905.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

On the 25th inst., at Peak Hospital, FIZULABOV, EMBROIDERER, partner in the firm of Messrs. Abdoolally Ebrahim & Co., Aged 25, (typhoid fever) Deeply regretted. (Bombay and Shanghai papers please copy).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 25, 1905.

"HONGKONG'S LOSS"

Has Hongkong reached the apex of its business capacity and started on a career of decadence? The question is suggested by the report published in the *Hongkong Telegraph* yesterday stating that, owing to the difficulties in the way, the Russian warship *Czarevitch* will not be sent to Hongkong for repairs. There was a time, not so very long ago either, when anything connected with shipbuilding, ship-repairing or engineering in the Far East was sure to be shared by the Hongkong docks. Indeed, it was a foregone conclusion that if repairs had to be executed, if any specially difficult operation in connection with the reconstruction or overhauling of vessels had to be performed, Hongkong would be selected as the place where these operations would be most efficiently carried out. It was only the other day that we plumed ourselves on the dexterity and skill with which the useless guns of the *Albion* and the *Glory* were removed and new guns hoisted into position. That was a feat accomplished by the employees of the Hongkong and Whampoa Dock Company which was praised even by the Service papers in England. The people of Hongkong took credit to themselves for the performance. But apparently a change has come over the spirit of their dreams. Instead of being the first and foremost in the field of competition, the Hongkong and Whampoa Dock Company seem content to rest on their laurels. A few years ago, to put it no nearer, the very suggestion that the Russian authorities were contemplating the advisability of docking a cruiser of the character and importance of the *Czarevitch* would have seen the Dock Company's officials ready to berth the ship at a moment's notice. Difficulties? There were no difficulties that could not be overcome. The authorities, we are told, telegraphed asking whether the docks at Hongkong could accommodate a vessel of the size of the *Czarevitch*, and what was the reply? The Russians were told, so we are informed, to land their guns and stores at Tsingtau so that the vessel might be lightened. Now, what was the obvious course that the Dock Company should have followed? They should have replied that the docks could accommodate anything of the British or foreign navies afloat—if they can cater for the leviathans of the British Navy, surely it is not too much to assert that they can provide all that is necessary for a Russian warship. They should have said—"Bring the *Czarevitch* to Hongkong and we will do the rest." But the cautious, hesitating Dock Company tendered advice which was not wanted; and, as a consequence, they lost the contract. Such vexatious shilly-shallying deserves the reward it received. What necessity was there for the *Czarevitch* to land her guns and stores at Tsingtau? The cruiser could have come to Hongkong, and if the deck armament had to be landed, in order that the vessel might be docked, it could have been landed at Hongkong, after the Dock Company had secured the contract to repair the vessel. That, however, does not seem to have struck the Dock authorities, with the result that they pusillanimously allowed the thing to slip through their hands. This is not what we have been led to expect of the Hongkong and Whampoa Dock Company. It is not the policy which made the Dock Company what it is to-day, nor, we venture to think, is it the policy which will commend itself to the shareholders. A concern of the extent and importance of the Dock Company, with all its ramifications and manifold interests, cannot stand still. Grief must be brought to the mill, in open competition with other dock companies if necessary, but at all hazards. And a vacillating, querulous method of business is not likely to succeed. The Hongkong and Whampoa Dock Company is so bound up with the interests of Hongkong that whatever concerns the Company affects the Colony, and it is most exasperating not only to the shareholders but to residents generally to see business chances such as that of the repair of the *Czarevitch* thrown to the winds. Even if the Russians had decided at the last moment not to have the vessel repaired, that would not have signified in the least if the Dock Company's officials had made a strenuous attempt to secure the contract for Hongkong. The procedure of the Hongkong and Whampoa Dock Company in this matter is not at all a happy augury for the future.

We have received a copy of the illustrated *Malacca Shinko*, "Victory Commemorative Number," issued to celebrate the restoration of peace.

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LOCAL AND GENERAL

ACCORDING to a native paper the new Tientsin mint will coin gold dollars for experimental circulation in the Treaty Ports.

GENERAL Ma and his troops will shortly leave Shanghai and vicinity for Chinese Turkestan, a long, weary march of at least four months' duration.

We understand that a meeting of gentlemen interested in the promotion of a St. George's Hall will be called for the 15th November when a proposal for holding a Ball on 19th January will be discussed.

THE China Mutual liner *Kremona*, which is due here on Saturday from the Pacific coast, is bringing 3,800 tons of salmon, consigned to England, besides about 40,000 feet of lumber for various ports in China and Japan.

A LECTURE on "Some wonders of nature and some works of man" will be delivered at the Chinese department of the Y.M.C.A. this evening, by Mr. Chas. K. Edmunds, of Canton Christian College. The lecture commences at 8 p.m., and will be illustrated with magic lantern views.

It is expected that the Board of Education will be soon established and Hui Ying and Yen Hsiu will be Vice-Presidents while Huang Shiao-chi, Wu Shih-mei, Lian Ting-feng and Wang Yi-tung will be secretaries and chancellors. It is also reported that Chang Po-hai and Tsun Fung will become the Presidents of the new Board.

It is interesting to hear that the Committee of the St. Patrick's Club have another good billiard fixture for to-night. Mr. M. Leong plays Sergt. T. Pitt. This is a friendly challenge of 300 and will start at 8.15. It is regretted that earlier publication could not be given as this match has been looked for with anxiety and will undoubtedly prove most interesting.

SENATOR PATRICK, one of the members of the Taft party, summarized his impressions of the Philippines as follows:—"The more you know of the Philippines the more serious appears the problem. I am convinced that in this government we are getting farther and farther away from Secretary Taft's patriotic and humane policy, the Philippines for the Filipinos and ultimate independence. The gulf between the natives and the Americans is widening. I fear the Philippines is a smouldering volcano."

It is announced at Tientsin that Mr. Hubert Vos has completed a portrait of the Empress Dowager, who is represented at the age of about 40 sitting in a chair, surrounded by accessories of Chinese art in a grove of bamboos; the background shows an inland sea and mountains, very much reminding one of the scenery around Ningpo. Her Majesty has a commanding appearance, full of dignity and force. The artist has been commissioned to paint a second picture in which he will represent Her Majesty as she is to-day.

THE Tientsin S.V.C. had some exciting moments during the night attack on the 16th inst. One part of volunteers imitated the heroes of Bunyan's "Pilgrim's Progress" by falling into a pond. Hurrying across broken ground, they came suddenly upon what appeared simply to be a patch of black earth. They went straight into it, and before they knew what had happened, found themselves waist deep in a horrid mixture of water and farm stuff, from which they had to extricate themselves as best they could. Others were hopelessly lost in the country; one member so seriously strained himself that he had to be taken home on a stretcher.

FROM a belated Bangkok paper, some three weeks old, which found its way into our mail bag yesterday we learn that two syces employed in the Royal Stables in the city were taken seriously ill at their lodgings there, and were found to be suffering from plague. They were removed at once to the plague hospital. Another case occurred there the following morning. The whole of the stable, with their inmates, are in quarantine, and the buildings and carriages are all being fumigated and disinfected. H.E. Phya Devers, whose house adjoins these premises, has voluntarily placed himself and household in quarantine for the specified period.

TRADE with British Columbia, Puget Sound and the Orient is growing so rapidly that the Blue Funnel Line, which now operates over forty steamers, has decided to place five new vessels on this run. One of these will be larger than the *Minotaur* and *Dakota*; she will have a displacement of more than 33,000 tons. The steamers are now being built in Glasgow and London, and some of them will probably be launched next year. All of them are being built on the cantilever plan, which is acknowledged by marine experts to be the strongest and most convenient method of shipbuilding. Ships built on this principle can be loaded almost twice as rapidly as those built with the interior stanchions.

SHANGHAI editors enjoy the unusual blessing of defying illness or death. An advertisement in the *N. C. Daily News* reads—"The Editor of the above magazine having been assured by the authorities concerned that he will not fall, through illness or death, to produce his magazine for the next six months, now begs to invite the public to subscribe for that period." There is the significant addendum—"Subscription payable in advance." One wonders who the "authorities concerned" are, and how it is done. Cases have been known where on the publication of their journal editors have been visited by both illness and death, but that occurs only in America, of course. Still, there are many respectable people who, if thought could kill, would long since have been convicted of the manslaughter of half the editors in the world. It would be interesting to know, supposing the "authorities concerned" fell out and had a scrap, whether the editor would be provided with a return ticket to Kiplingland, and if so, whether he would publish his experiences.

NEWSPAPER IN COURT

A QUESTION OF PURCHASE

It is not often that the affairs of a newspaper are brought to the notice of the Supreme Court, and the fact that one of the Chinese journals was the subject of an action in Summary Jurisdiction to-day, was in itself of no small interest especially in view of the somewhat remarkable evidence adduced. It seems that Tam Ma Sam sued Tam Yau and Cheung Sam Pong, liquidators of the "Sai Kai Kung Yick Po" Co., Ltd., for the recovery of \$1,000, being \$500 deposited by the plaintiff with the defendants as part purchase money of the business property of the "Sai Kai Kung Yick Po" Co., Ltd., contracted to be sold by the defendants to plaintiff, and \$500 damages for breach of contract.

The case was heard before the Puisse Judge, Mr. A. G. Wise, when Mr. C. E. H. Davis, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the defendants.

Mr. Davis stated that pleadings were ordered and had been filed, and from these it appeared that the whole point at issue was whether the plaintiff did or did not tender the deposit portion of the money, as alleged by him and denied by defendant. Did the plaintiff by his acts repudiate the contract? If he did not he was entitled to the return of his deposit, and also to damages. Suppose the defendants were able to prove that plaintiff had failed to comply with the stipulation regarding that portion of the purchase money, he would prove that he made every effort to pay the whole of the purchase money.

His Lordship.—The case has worked itself down to a question of fact.

Mr. Looker.—Quite so, my Lord; it is a question of fact. The plaintiff refused to pay the deposit and repudiated the contract.

The plaintiff, who lives at No. 19 Jervois Street, said he was present at a meeting on the 2nd June last when his tender for the purchase of the paper was accepted. An advertisement was inserted in the paper calling for tenders, and a circular was sent round to the shareholders stating what the paper was worth.

To the Court.—I was a shareholder in that paper.

Witness, continuing, said the value of the assets of the paper, according to the circular, was \$18,734, while the debts amounted to about \$8,000. When his tender was accepted an entry was made in a minute-book to that effect and it was also advertised, and the conditions of sale were also made and witness signed them. Cheung Sam Pong made the entries. The book produced was the minute-book, but the first portion of the entry was not there when he signed the book. It had been added afterwards. When he signed it the sheet now there was not in the book.

Mr. Davis.—What I want to show is that this book has been divided in two; the old page taken out and—

Mr. Looker.—Wait a bit, this witness understands English as well as you do.

Witness, continuing, said that the entire page was taken out and a new one inserted. The writing was different, but it was the second defendant's writing. "Will your Lordship look at the back of the book and see where it has been tampered with?" asked witness.

His Lordship.—Yes, I have looked, and now suppose you look and show me where the tampering took place.

Witness, receiving a penknife from his Lordship, inserted it where the division had been made.

His Lordship.—Has the paper been sold? Why did they not want to complete the sale to you?

Witness.—I don't know. A meeting was held at the Company's office on the 2nd June, 1905, and all the assets, stock-in-trade, goodwill and other things were sold to witness for the sum of \$9,270, he being the highest bidder. On the 3rd of June all the expenses of the liquidation were to be borne by witness, and within 48 hours one-fourth of the purchase money was to be paid.

His Lordship.—Why does he not tell me which part of the entry is genuine?

Witness.—Only the first part on the old page is genuine up to the 8th column. The first column gives the date of the meeting and then the minutes. After that the names of those present at the meeting had been put in; they were not there when he signed the minutes. Witness then went on to testify that he was to obtain control of the paper on the 3rd June, and also to his going to Yau-mai to pay the deposit money. Tam Yau was not there, and the second defendant said that as the day was Sunday he could not attend to the matter, as he must go to church. Witness said "here is the money; why don't you take it as to-day is the day for paying it; why do you want to put it off till after the date of payment?" The second defendant had not anything more to say, and walked away, while witness went to look for Tam Yau. He could not find him, and then went to the paper office to see the newspapers as he wanted to pass them before they were published. On Saturday he brought Cheung Lin Tai in as editor, and a printer, an accountant and a cook. He went upstairs on Sunday and gave instructions about the paper, and took a copy down to the defendant to show them, but they raised all sorts of objections saying parts of it would not do at all. He then called for the minute book and when they produced it, he pointed out that he had control under the contract. He returned to the office and found a lot of things had been destroyed there, including some of his editor's books. He sent for the second defendant who came in the office, and then they had a discussion about the matter, when the latter said he did not know anything about the matter and only looked after the accounts (and the purchase money), which they made account for not receiving, and then he returned his solicitor to write for a special permission.

of contract. No reply being received, twelve days later, the day on which the full balance of purchase money was due and payable, he made a tender of the amount through his solicitors, who stated that unless it was accepted and the contract completed, legal proceedings would be instituted against them for breach of contract. The defendants then asked him to call a "church meeting," they all being Christians, to submit the matter; but plaintiff refused to do so, as he said they refused to complete their contract or to return his deposit money. He said they could call a meeting if they liked, and if the meeting found that he was not entitled to the return of that money he would drop the matter. He had paid the salaries to the people he engaged.

Cross-examined by Mr. Looker, witness said he was at one time editor and a director, and was an original subscriber and director through-out. He wanted to give up the management as there was a debt of \$9,000 owing and no money to pay it, so they wanted to sell the paper to settle the debt. They called for tenders, but the amount necessary to pay off the debt not having been subscribed, a new set of tenders was called for. Witness's tender was then accepted, but he had retired from the management so he did not know if the amount of his tender exceeded the debts due. He thought the amount of the debts was between \$9,000 and \$9,100. His was the only tender which exceeded that amount. At the time he sent in his tender he had the amount of his tender all ready—that is \$500 the deposit money, and the rest available to pay when wanted. If he had had to pay the whole of the purchase money on that day he could have paid it down. Lo Ping Cheung told him he could have paid it into shares and so raise the money. He had got all the shares sold, but the money had not been paid; the shareholders had said the moment his tender was accepted they would pay him the amount, and Lo Ping Cheung said at any time whatever money he wanted he would let him have it. On the 12th day when the purchase money was due he had collected the full amount. Witness was then cross-examined at some length as to the amounts of shares subscribed and dates of collection of the money for those shares.

Other evidence having been heard the case was adjourned.

THE CRICKET IN THE BOWL.

JUDGMENT RESERVED

Before Mr. Hazledine this morning the case in which 63 Chinese were charged with gambling by betting on cricket fights, at No. 39 Gough Street, was continued.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted the Hon. Dr. Ho Kai, instructed by Mr. Otto Kong Sing, defending all except the second defendant, who was represented by Mr. P. W. Goldring. On the case being called His Worship stated that as far as he was able to learn there had never been a conviction on a case of cricket-fighting in this Colony, with the exception of one small case in the New Territory.

Hon. Dr. Ho Kai then argued for the defence that the place was a Club, as was in evidence, and therefore it did not come within the meaning of the Gambling Ordinance. Cricket-fighting was merely an amusement amongst the Chinese, the same as thrush, quail, and other fighting amusements, and that they did not consider they were gambling was shown by the fact that the place was open to all, no guard posted, no precautions whatever taken against a surprise visit from the police, and the money found was only the proceeds of the sale of crickets notified by posters as being held at the club. He submitted that if his Worship decided against them in this case, the penalty should be a merely nominal fine; a second offence if any such should be brought up could be dealt with more severely as it would be committed with a full knowledge that it was a breach of the law.

Mr. Bowley, in addressing the Court, said that Dr. Ho Kai had argued from a standpoint that the men were charged with cricket fighting; that was not so. The first three were charged with maintaining a common gambling house, and the rest with gambling therein. It had been contended that the fighting was not cruel; he would submit that it was so, as in many cases the crickets lost their wings; antennae legs and often their lives, and it should be stopped as it had been in Canton. As regards the gambling the evidence was so clear that there was scarcely any necessity to say much in the matter. The evidence in the case against the second defendant was one of mistaken identity, but he thought the case against the defendant was reliable. It was proved that the defendant was there and was acting as an accountant in the game. He would not press for a very severe penalty for the others, but would do so for the first three.

Judgment was reserved.

SALE OF THE "A. G. ROBIN"

At Kobe on the 16th inst. Mr. G. J. Pansay sold by auction the sailing ship *A. G. Robin*, which, having been dismasted in a typhoon some months ago, returned to Kobe and was abandoned as a constructive total loss. The auctioneer stated in opening the sale that he valued the donkey-engine, copper, and anchors at ¥12,000, and he would therefore start the bidding at that figure. Bidding then commenced with an advance of ¥1,000 and proceeded slowly until the sum of ¥18,500 was reached, at which figure the ship was knocked down to an American buyer whose name was not disclosed.

ANOTHER address to the U.S. Secretary of War has been formulated by the tobacco interests in the Philippines praying for a modification of the internal revenue impost on cigars, in which the startling theory is advanced that approximately half the cigarette manufacturers in the Philippines do not pay taxes, and that the other half are not even classed as such.

TELEGRAM

HONGKONG TELEGRAPH SERVICE

THE PEKING OUTRAGE

EMPEROR INTERROGATED

REPORTED TO BE UNDER RESTRAINT.

[From Our Own Correspondent.]

Shanghai, 25th October.

2.35 p.m.

The authorities at Peking continue their investigations into the recent bomb outrage, and as a result of their inquiries the Empress Dowager has made certain interrogations.

It is reported that His Majesty the Emperor Kuang-hsu has been questioned on the subject, and failing to give satisfactory replies has now been placed under restraint and is being closely watched by four of the Imperial Guard.

CHINESE ARMY MANOEUVRES.

ORDERS TO THE TROOPS.

The *China Times* of October 10th publishes the following in connection with the Chinese military manoeuvres:

His Excellency the Viceroy Yuan Shih-kai has received an Imperial Edict through the Grand Council commanding him to start from Tientsin with General Tih Liang on the 18th inst. for Ho-chien Fu, to review the troops at the military manoeuvres on behalf of their Majesties the Empress Dowager and the Emperor.

The dates now fixed for the manoeuvres to take place are from the 23rd to the 26th inst., instead of from the 21st to 24th inst. Invitations have already been issued by Prince Ching and Viceroy Yuan to the various foreign ministers in Peking and the general officers commanding the foreign forces in Tientsin. These invitations request them to select military officers to witness the manoeuvres. Owing to the want of good and spacious reception houses in Ho-chien Fu, the ministers and generals are particularly informed that the number of officers to represent each country is limited to three, so as to avoid disappointment through the lack of sufficient quarters.

The Viceroy Yuan Shih-kai has issued to the troops about to take part in the coming manoeuvres a proclamation which may be paraphrased as follows:—"You, my soldiers, are about to take part in most important military evolutions near Ho-chien Fu. You will be divided in two opposing corps, the Army of the north and south respectively, which will attack one another. Your skill and strategy, or lack of competence and weakness will be manifested not only to your Sovereign and the Imperial Court. There will also be great numbers of military attaches and diplomatic officials from various countries, and great numbers of spectators. If you show lack of skill or discipline, it will be evident to all who view your performances. I therefore call upon you, my soldiers, to look well to your conduct, your arms, your clothing, and your equipment. Take every precaution to drill with the utmost precision.

The degree of skill and completeness of each regiment will be recorded and preserved by the Board of War and published to the world, and according to your forthcoming performances will we be the object of other nations' admiration or contempt. Let not these foreigners have occasion to laugh at us or despise us for lack of military capacity. Do not you soldiers be the cause of your Government's disgrace by spending the immense sum necessitated by these manoeuvres. Any regiment or military unit making a spectacle of itself or causing the foreigners to laugh at them will be severely punished and the officers degraded. Take note of my instruction, and let them be carefully obeyed."

SUGGESTED BOXER REVIVAL.

Tientsin, October 20.—The subjoined translation is that of a paragraph in the *Zu Chiao Pao*. It follows the original article, closely. On the 27th of September we received a letter from Peking saying that recently the residents and officials of that city have been in a great state of excitement owing to numerous rumours abroad. We have heard that because of the Autumn manoeuvres expected to take place at Ho-chien Fu, the officials have been commencing to check at the Yung Men for the transport of soldiers and military equipment. The soldiers and carriers who were questioned say they are about going to open war with the foreigners, and such like language, and moreover state that at the end of the 10th month they will utterly destroy every foreigner. Many of the more ignorant people believe this and are removing their families and valuables from the capital into the country. The officials are also very uneasy. Let us hope that the manoeuvres there shall be a repetition of the bomb-throwing outrage and a heavy weight of responsibility is resting upon a certain Kung pao to ensure adequate protection. Another certain great minister who recently inspected the Kiangnan district and other regions to the south, returned by the Lohai railway to Peking after escaping danger from a murderous band. We have heard that at present he is determined to avoid a further outbreak of trouble. (Zu Chiao Pao.)

SHIPPING AND MALES

AMERICAN (Mackay) 10th inst. 10.00
INDIAN (Carnegie) 10th inst. 10.00
GERMAN (Schmidt) 10th inst. 10.00
INDIAN (Nagendra) 10th inst. 10.00
CANADIAN (Tartan) 10th inst. 10.00
AUSTRALIAN (Rising) 10th inst. 10.00

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK, DAIRY FARM FED PORK.

Bacon, Best Whitehead \$3.70 per lb
 "Crown" Meat Extract, 3 oz 0.70 per pot.
 do do 1.25
 Ducks, Local (dressed) 0.65 each
 Ducks, Wild 0.75
 Fish, Fresh Canadian Salmon 0.65 per lb
 Fish, Australian Smoked Mullet 0.60
 Fish, do do Schnapper 0.65
 Geese, Local (dressed) 1.30 each
 Hares, Australian 1st Grade 1.40
 Ham, Best York 0.70 per lb
 Ham, Australian, "Pineapple" Brand 0.60
 (1 cts. extra per lb for Ham if cut).
 Kidneys, Australian Sheep 0.05 each
 Lemons, Australian 48 cts. & 60 cts. per doz.
 Oysters, American (large size, in tins) 2.50 per tin
 Oysters, Australian (in bottles of 2) and 5 doz. \$1.25 & \$2.50
 Pigeons, Local 0.75 each
 Pigeons, Local 0.25
 Rabbits, Australian 1st Grade 0.65
 Rice Birds 0.55 per doz.
 Sausages, Australian Fritz 0.25 each
 Tongues, Australian Sheep 0.25
 Turkeys, Choice Australian (plucked) 0.60 per lb

SPECIAL NOTE.
 Orders required to be filled in the Early Morning, should be sent in before 3.30 P.M. the previous day.
 Orders for Noon should be sent in by 8.00 A.M. the same day.
 Orders for 3.30 P.M. should be sent in by Noon the same day.
 Hongkong, 19th October, 1905. [988]

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
 FRANTS, CEYLON, AUSTRALIA, INDIA,
 ADEN, EGYPT, MEDITERRANEAN
 PORTS, PLYMOUTH AND
 LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

H. E. STEAMSHIP

"COROMANDEL"

Japtain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mangalia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 16th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd October, 1905. [12]

To Let.

TO LET.
 NO. 15, KNUXTFORD TERRACE, KOWLOON.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 5th September, 1905. [300]

TO LET.
 NO. 3, MACDONNELL ROAD.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 19th July, 1905. [755]

TO LET.
 GODOWN in Town.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 27th June, 1905. [692]

TO LET.
 A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.
 FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, COMNAUGHT ROAD (near BLAKE PIER).
 GODOWNS: PRAYA EAST.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 19th August, 1905. [69]

TO LET.
 SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with fine Bright and Airy Rooms. Gas and Electric BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.
 Apply to—
 H. RUTTONJEE,
 No. 5, D'AGUIAR STREET,
 37 and 38, Elgin Road, Kowloon.
 Hongkong, 5th June, 1905. [627]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.00 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.
 Sole Agents—
 SIEMSEN & CO.

Hongkong, 17th January, 1905. [57]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

EASTMAN'S

K.C., K.C., K.C.

KODAKS, FILMS,

AND

Telephone 256.

ACCESSORIES

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
 Hongkong, 19th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon - later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN ON INVESTMENT.
BANKS.						
Hongkong & Shanghai Banking Corporation	80,000.	\$125.	\$125.	\$1,000,000 \$500,000	\$1,700,738 \$1,700,738	4 1/2% @ exchange 1/101 = \$18.66 1/2 for first half-year 1905
National Bank of China, Limited	99,045.	£7.	£5.	\$200,000	\$4,768	\$2 (London 3/6) for 1905
MARINE INSURANCE.						
Canton Insurance Office, Limited	10,000.	\$250.	\$50.	\$1,600,000 \$147,853	\$211,540	\$20 for 1904
China Traders' Insurance Company, Limited	24,000.	\$83.33.	\$25.	\$500,000 \$118,993 \$302,366 \$371,441	NIL.	\$4 1/2 for year ended 30.1.1904
North China Insurance Company, Limited	10,000.	£15.	£5.	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904
Union Insurance Society of Canton, Limited	10,000.	\$250.	\$100.	\$2,000,000 \$210,000 \$11,453 \$1,043,910 \$1,153,364 \$710,000	\$2,330,112	\$4 1/2 for 1904
Yangtze Insurance Association, Limited	8,000.	\$100.	\$60.	\$500,000 \$5,800 \$5,800	\$486,284	\$12 and \$3 special dividend for 1905
FIRE INSURANCE.						
China Fire Insurance Company, Limited	20,000.	\$100.	\$20.	\$1,000,000 \$88,941 \$150,000	\$349,047	\$5 dividend & \$1 bonus for 1905
Hongkong Fire Insurance Company, Limited	8,000.	\$250.	\$50.	\$1,200,505	\$360,372	\$3 1/2 for 1905
SHIPPING.						
China and Manila Steamship Company, Limited	30,000.	\$25.	\$25.	\$5,000	\$8,832	\$1 for 1904
Douglas Steamship Company, Limited	20,000.	\$50.	\$50.	\$201,738 \$88,941 \$150,000	NIL.	\$3 1/2 for year ended 30.6.1905
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000.	\$15.	\$15.	\$145,376 \$120,000 \$25,376	18,074	\$1 for first half-year 1905
Indo-China Steam Navigation Company, Limited	10,000.	£10.	£10.	£241,150 £1,999	£4,435	12/6 @ 1/101 = \$6.20 1/2 for 1904
Shanghai Tug and Lighter Company, Limited	200,000.	Tls. 50.	Tls. 50.	Tls. 25,000 £400,000	Tls. 43,762	Interim of Tls. 2 for 1905
Do. (Preference)	100,000.	£1.	£1.	£4,116 \$65,000 \$24,357 \$400,000 \$21,775 \$130,150	£58,852	Interim of Tls. 1 1/2 for 1905 (Coupon No. 5) for 1904
"Shell" Transport and Trading Company, Limited	10,000.	\$10.	\$10.	\$20,000	\$620	\$1.80 for year ending 30.4.1905
"Star" Ferry Company, Limited	10,000.	\$10.	\$5.	\$20,000 \$21,775 \$130,150	\$21,231	\$10 for 1904
Straits Steamship Company, Limited	5,000.	100.	100.	Tls. 98,000 Tls. 101,479 Tls. 28,000 Tls. 81,300	Tls. 4,333	Interim of Tls. 2 for 1905
Taku Tug and Lighter Company, Limited	30,000.	Tls. 50.	Tls. 50.	Tls. 101,479 Tls. 28,000 Tls. 81,300	Tls. 4,333	Interim of Tls. 2 for 1905
REFINERIES.						
China Sugar Refining Company, Limited	20,000.	\$100.	\$100.	\$450,000 \$150,000 Tls. 100,000	\$42,812 Dr. \$85,987 Tls. 1,635	Interim of \$10 for 1905
Luzon Sugar Refining Company, Limited	7,000.	\$100.	\$100.	none	Tls. 1,635	\$5 for 1897
Perak Sugar Cultivation Company, Limited	7,000.	Tls. 50.	Tls. 50.	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 31.12.1904
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000.	£1.	£1.	£40,000 £12,289	£7,820	Interim of 1/2 (No. 4)
Oriental Consolidated Mining Company, Limited	500,000.	£1.	£1.	£18,170	G \$67,091	Interim of 50 cents (gold) for 1905 (No. 5)
Raub Australian Gold Mining Company, Limited	150,000.	£1.	£1.	£1	Dr. £8,745	No. 12 of 1/2 = 48 cents
DOCKS, WHARVES & GODOWNS.						
Fenwick, (S. C.) & Co., Ltd.	55,000.	Tls. 100.	Tls. 100.	Tls. 1,000,000 \$70,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5
Fenwick (Geo.) & Co., Limited	12,000.	\$25.	\$25.	\$250,000 \$54,478 \$100,000 \$24,000	\$8,577	\$3.75 for 1904 on old capital
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000.	\$50.	\$50.	\$2,000,000 \$55,500 \$1,944,500	\$29,422	Interim of \$2 1/2 for 1905
Hongkong and Whampoa Dock Company, Ltd.	10,000.	£1.	£1.	£100,000 \$55,500 \$44,500	\$30,337	\$2 for first half-year 1904
New Amoy Dock Company, Limited	6,000.	\$60.	\$60.	Tls. 487,210 Tls. 59,880 Tls. 17,500	\$489	\$1 1/2 for 1905
Shanghai and Hongkew Wharf Company, Limited	32,000.	Tls. 100.	Tls. 100.	Tls. 3,200,000	Tls. 10,711	Interim of Tls. 6 for 1905
Yangtze Wharf and Godown Company, Limited	2,500.	Tls. 100.	Tls. 100.	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904
LANDS, HOTELS & BUILDING.						
Astor House Hotel Company, Limited (Shanghai) ..	30,000.	\$25.	\$25.	\$14,516 Tls. 8,000	\$0,028	\$2 1/2 for year ended 30.6.1905
Astor House Hotel, Limited (Tientsin)	2,000.	Tls. 50.	Tls. 50.	Tls. 100,000	Tls. 806	Final of Tls. 5 making Tls. 9
Central Stores, Limited	6,000.	\$15.	\$15.	\$20,000	\$1,502	Final of 60 cents making \$1.60 for 1904
Do. (Founders)	123.	\$15.	\$15.	\$1,845		None
Do. (New Issue)	24,000.	\$15.	\$15.	\$360,000		Preferential of 7 per cent for 1904
Hongkong Hotel Company, Limited	12,000.	\$50.	\$50.	\$648,975 \$31,087	\$10,126	\$5 for first half-year 1905
Hongkong Land Investment and Agency Co., Ltd.	50,000.	\$100.	\$100.	\$5,000,000 Tls. 20,986	\$37,875	Interim of \$3 1/2 for 1905
Hotel des Colonies Company, Limited (Shanghai) ..	9,000.	Tls. 25.	Tls. 25.	Tls. 225,000	Tls. 7,302	Tls. 2 1/2 for the year ending 31.3.1905
Hotel Metropole Company, Limited	2,000.	\$100.	\$100.	\$200,000	First year	Interim of \$4
Humphreys Estate & Finance Company, Limited	150,000.	\$10.	\$10.	\$1,500,000	\$11,958	90 cents for 1904
Kowloon Land and Building Company, Limited	6,000.	\$50.	\$50.	none	\$377	\$3 for 1904
Shanghai Land Investment Company, Limited	52,000.	Tls. 50.	Tls. 50.	Tls. 2,600,000 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905
Tientsin Hotel des Colonies, Limited	1,400.	Tls. 50.	Tls. 50.	Tls. 70,000	Tls. 670	Interim of Tls. 3 for 1905
Tientsin Land Investment Company, Limited	7,720.	Tls. 100.	Tls. 100.	Tls. 772,000	Tls. 725	Interim of Tls. 3 for 1905
West Point Building Company, Limited	12,500.	\$50.	\$50.	\$625,000	Tls. 1,247	Interim of \$1 1/2 for 1905
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000.	Tls. 50.	Tls. 50.	none	Tls. 12,844	Tls. 4 for year ended 31.12.1905
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000.	\$10.	\$10.	\$1,250,000 Tls. 50,000	\$23,464	\$1 for the year ending 31.12.1905
International Cotton Manufacturing Company, Ltd.	10,000.	Tls. 75.	Tls. 75.	Tls. 750,000 Tls. 31,619	Tls. 13,629	Interim of 3 1/2 % for 1905
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000.	Tls. 100.	Tls. 100.	none	Tls. 10,000	Interim of 4 1/2 % for 1905
Soy Chee Cotton Spinning Company, Limited	2,000.	Tls. 500.	Tls. 500.	Tls. 5,000	Tls. 22,050	4 1/2 % for 1907
MISCELLANEOUS.						
Anglo-German Brewing Company, Limited	4,000.	\$100.	\$100.	none		First year
Asbestos Eastern Agency, Limited	8,604.	12/6.	12/6.	£314 \$8,604	£770 \$11,182	1/5 per share for 1904
Campbell, Moore & Co., Limited	1,200.	\$10.	\$10.	none	\$1,182	\$5 for 1904
China-Borneo Company, Limited	60,000.	\$12.	\$12.	none	NIL.	\$1 for 1904
China Flour Mill Co., Limited	4,000.	Tls. 50.	Tls. 50.	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905
China Light and Power Company, Limited	50,000.	\$10.	\$10.	none	\$5,750	None
China Provident Loan & Mortgage Company, Ltd.	100,000.	\$10.	\$10.	\$80,000	\$1,581	Interim of \$1 for 1904
Dairy Farm Company, Limited	25,000.	\$7 1/2.	\$5.	\$200,000 \$100,000 \$100,000	\$9,054	Interim of \$1 for year ending 31.12.1904
Green Island Cement Company, Limited	150,000.	\$10.	\$10.	\$1,500,000 \$180,000	\$18,000	\$2 for 1904
Hall & Holtz, Limited	21,000.	\$20.	\$20.	\$420,000 \$10,000	\$7,551	Final of \$1 1/2 making \$2 1/2
Hongkong Electric Company, Limited	30,000.	\$10.	\$10.	none	\$2,151	\$1.00 for year ending 30.4.1905
Hongkong High-Level Tramways Company, Ltd.	1,750.	\$100.	\$100.	\$175,000 \$5,000	\$2,795	\$1.50 for year ending 30.6.1904
Hongkong Ice Company, Limited	5,000.	\$25.	\$25.	\$125,000 \$5,000	\$5,356	Interim of \$4 for 1905
Hongkong Rope Manufacturing Company, Ltd.	10,000.	\$50.	\$50.	\$500,000	\$11,137	\$10 for 1904
Hongkong Steam Waterboat Company, Limited	15,000.	\$10.	\$10.	\$2,500	\$290	Interim of 50 cents for 1904
Lane, Crawford & Co., Limited (Shanghai)	2,500.	\$100.	\$100.	none	\$21,182	Final of \$2 making \$14 for 1904
Maaschappij tot Exploitatie van Landbouw- en Planten in Langkat, Limited	25,000.	Ga. 100.	Ga. 100.	Tls. 28,210 Tls. 10,465	Tls. 35,449	2nd quarterly div. of Tls. 21 paid 15.12.1905
Mendon, (E. L.) Limited	7,000.	Tls. 50.	Tls. 50.	none	Dr. Tls. 117,638	making 20 far Tls. 15 for 1905
Philippine Company, Limited	67,500.	\$10.	\$10.	none	Dr. Tls. 5,537	Tls. 4 for 1904
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200.	\$50.	\$50.	Tls. 145,000 Tls. 100,172	Dr. Tls. 8,011	First year
Shanghai Gas Company, Limited	16,000.	Tls. 50.	Tls. 50.	Tls. 800,000 Tls. 100,000	Tls. 9,711	Interim of Tls. 3 for 1905
Shanghai Horse Bazaar Company, Limited	5,400.	Tls. 50.	Tls. 50.	Tls. 270,000 Tls. 25,000	Tls. 6,000	Tls. 6 for 1904
Shanghai Pulp and Paper Company, Limited	4,500.	Tls. 100.	Tls. 100.	Tls. 450,000 Tls. 25,000	Tls. 1,277	Interim of Tls. 6 for 1905
Shanghai-Sumatra Tobacco Company, Limited	30,000.	Tls. 30.	Tls. 30.	Tls. 900,000 Tls. 170,000	Tls. 17,320	Interim of 1 1/2 % for 1905
Shanghai Waterworks Company, Limited	7,800.	£20.	£20.	£156,000 \$10,000	Dr. \$5,000	20 shares for year ending 31.12.1904
South China Morning Post, Limited	6,000.	\$25.	\$25.	\$150,000 \$10,000	\$2,444	Interim of \$1 1/2 for 1905
Team Laundry Company, Limited	15,000.	\$5.	\$5.	\$75,000 \$10,000	\$7,000	Final of 50 cents making \$1.50 for 1904
Straits Ice Company, Limited	9,000.	\$100.	\$100.	\$900,000 Tls. 15,205	Tls. 1,012	Final of 50 cents making \$1.50 for 1904
Tientsin Waterworks Company, Limited	2,000.	Tls. 100.	Tls. 100.	Tls. 200,000 Tls. 4,000	Tls. 1,012	Final of 50 cents making \$1.50 for 1904
United Asbestos Oriental Agency, Limited	9,000.	\$10.	\$10.	\$90,000 \$10,000	\$11,182	\$10 for year ending 31.12.1904
Do. (Founders)	100.	\$10.	\$10.	\$1,000	\$2,000	Final of 50 cents making \$1.50 for 1904
Watson, (A. S.) & Co., Limited	10,000.	\$10.	\$10.	\$100,000 \$25,000	\$2,000	Final of 50 cents making \$1.50 for 1904
William Powell, Limited	51,000.	\$10.	\$10.	\$510,000	\$970	Final of 50 cents making \$1.50 for 1904